

Appln No. 10/552,171
Amdt date December 18, 2007
Reply to Office action of September 18, 2007

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Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Currently Amended) A motor vehicle seat ~~with~~comprising:
a backrest that is foldable forwards through swivel action from at least one useful position where the backrest serves to support a back of a seat occupant onto a seat face of the vehicle seat[[,]];
an upholstery carrier to hold a seat cushion which defines a seat surface and on which a seat user sits; and
a coupling member through which the backrest is coupled to the upholstery carrier so that the upholstery carrier is displaced when the backrest is folded forwards;
wherein the coupling member is connected to an elastic element supported on the backrest so that when the backrest is swivelled from a useful position in a first swivel area the elastic element is deformed before the coupling element acts on the upholstery carrier in at least a further swivel area~~and in at least a further swivel area the coupling member acts on the upholstery carrier.~~
2. (Previously Presented) The motor vehicle seat according to claim 1, wherein the coupling member is longitudinally extended and the elastic element engages on one end of the coupling member.
3. (Previously Presented) The motor vehicle seat according to claim 1 or 2, wherein the coupling member is a compression or traction member.
4. (Previously Presented) The motor vehicle seat according to claim 3, wherein the coupling member is a flexible traction cable.

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5. (Previously Presented) The motor vehicle seat according to claim 4, wherein the coupling member is guided at least in some sections in a Bowden cable.
6. (Previously Presented) The motor vehicle seat according to claim 1, wherein the coupling member is connected to the backrest through the elastic element.
7. (Previously Presented) The motor vehicle seat according to claim 6, wherein the elastic element is supported on the backrest through a support element mounted rotatable on the backrest.
8. (Currently Amended) The motor vehicle seat according to claim 7, wherein the elastic element is connected at one end of the elastic element to the coupling member and is supported by the other end of the elastic element on the backrest so that when the backrest is folded forwards under the action of the coupling member at first the elastic element is deformed before the coupling member acts on the upholstery carrier to displace same.
9. (Previously Presented) The motor vehicle seat according to claim 3, wherein the traction member is tightened as the backrest is folded forwards whereby the elastic element is deformed at first.
10. (Previously Presented) The motor vehicle seat according to claim 1, wherein the elastic element is a traction spring or as a compression spring.
11. (Previously Presented) The motor vehicle seat according to claim 2, wherein the elastic element is a coil spring which encloses an end section of the coupling member.
12. (Previously Presented) The motor vehicle seat according to claim 2, wherein the coupling member engages by one end on the backrest and by the other end on the upholstery carrier.
13. (Currently Amended) The motor vehicle seat according to claim 12, wherein the coupling member engages on the upholstery carrier in the region of a front end of the upholstery

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carrier in a seat longitudinal direction.

14. (Previously Presented) The motor vehicle seat according to claim 1, wherein a locking mechanism is provided with which the upholstery carrier is lockable so that the upholstery carrier is not shiftable under the action of the coupling member.

15. (Previously Presented) The motor vehicle seat according to claim 14, wherein the locking mechanism is pretensioned towards the locked state.

16. (Previously Presented) The motor vehicle seat according to claim 14 or 15, wherein the locking mechanism is unlockable through action of the backrest on the coupling member.

17. (Previously Presented) The motor vehicle seat according to claim 16, wherein the locking mechanism is releasable after a predeterminable deformation of the elastic element through further action of the backrest on the coupling member when the backrest is folded forwards.

18. (Previously Presented) The motor vehicle seat according to claim 16, wherein the locking mechanism is releasable through a structural assembly which is in active connection with the coupling member.

19. (Currently Amended) The motor vehicle seat according to claim 14, wherein the coupling member is guided at least in some sections in a Bowden cable and

wherein the locking mechanism is releasable by the Bowden cable in that the Bowden cable is moved when a[[the]] traction cable is tightened.

20. (Previously Presented) The motor vehicle seat according to claim 19, wherein the Bowden cable is connected to an unlocking element which is provided to unlock the locking mechanism.

21. (Previously Presented) The motor vehicle seat according to claim 20, wherein the Bowden cable is supported on a rotatably mounted support element of the unlocking element.

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22. (Currently Amended) The motor vehicle seat according to claim 20, wherein the Bowden cable is supported ~~with the other end~~ on a support of the backrest.

23. (Previously Presented) The motor vehicle seat according to claim 16, wherein after unlocking of the locking mechanism the coupling member is moved as the backrest is folded further forwards so that it causes a displacement of the upholstery carrier.

24. (Previously Presented) The motor vehicle seat according to claim 7, wherein the support element has a through opening for the coupling member.

25. (Previously Presented) The motor vehicle seat according to claim 1, wherein the upholstery carrier is connectable through a swivel lever to a structural assembly fixed on the floor of the motor vehicle.

26. (Currently Amended) The motor vehicle seat according to claim 1, wherein the upholstery carrier is assigned a guiding device by which the upholstery carrier ~~[[it]]~~ is guided during displacement and that the guiding device is formed by a guiding slide and a bolt guided therein.

27. (Previously Presented) The motor vehicle seat according to claim 26,
wherein a locking mechanism is provided with which the upholstery carrier is lockable so that the upholstery carrier is not shiftable under the action of the coupling member and wherein the locking mechanism acts in the locked state on the guiding device in order to block displacement of the upholstery carrier.

28. (Previously Presented) The motor vehicle seat according to claim 27, wherein the locking mechanism acts on the guiding device by a swivel mounted locking lever.

29. (Previously Presented) The motor vehicle seat according to claim 1, wherein the elastic

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element enables the backrest to be swivelled from the at least one useful position towards the seat surface about a defined swivel angle without the backrest causing a displacement of the upholstery carrier through the coupling member.

30. (Previously Presented) The motor vehicle seat according to claim 1, wherein the backrest is mounted for swivel movement about an axis.

31. (Previously Presented) The motor vehicle seat according to claim 30, wherein the swivel axis is designed as a locally fixed axis.

32. (Previously Presented) The motor vehicle seat according to claim 30, wherein the swivel axis is designed as an axis which is shiftable when the backrest is folded forwards.

33. (Previously Presented) The motor vehicle seat according to claim 1, wherein the backrest is assigned an adjusting device by which the backrest is settable in various different useful positions within a useful area through swivel movement.

34. (Previously Presented) The motor vehicle seat according to claim 33, wherein when the backrest is swivelled within the useful area the elastic element is deformed through tensioning or relaxation so that there is no action by the coupling member on the upholstery carrier.

35. (Currently Amended) The motor vehicle seat according to claim 1, wherein when the backrest is swivelled forwards out from a useful position

[[-]] in a first swivel area the elastic element is deformed so that the coupling member cannot act on the upholstery carrier~~seat trough~~

[[-]] in a subsequent second swivel area a locking mechanism of the upholstery carrier is released and

[[-]] in a subsequent third swivel area the coupling member acts on the upholstery carrier so that the upholstery carrier is displaced.

36. (Previously Presented) The motor vehicle seat according to claim 1, wherein the

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upholstery carrier is lowered and/or moved in a seat longitudinal direction when the backrest is folded forwards.